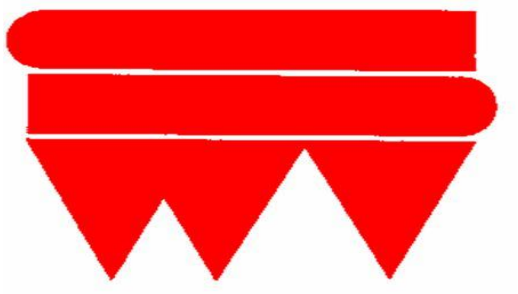

Steel of West Virginia General Scrap Specifications

- All grades of scrap shall not contain significant amounts of high-carbon or high-alloy steel (chrome plated steel, stainless steel, cast iron material, high manganese scrap, high silicon scrap); nonferrous metals (aluminum, brass, copper, lead); non-metallics (dirt, wood, concrete whether incased or filled, insulation, rubber, plastic, cloth, paper, oil, grease or any other non-metallic material); or any other scrap detrimental to our steel-making processes.
- All scrap must be free of radioactive sources. Under no circumstances is radioactive scrap to be accepted through a downgrade or any other means.
- All previously sealed units must be cut in half (This includes but is not limited to: any pressure vessels or tanks, closed containers, enclosed conveyor rolls, all shock absorbers, hydraulic or air cylinders). These materials should be situated in the load so that they are able to be visually inspected by SWVA personnel.
- No fracking scrap will be accepted. All grades are to be free of gas and oil well perforation tools/piping and all other hazardous materials (e.g. explosives) associated with fracking.
- Rail cars and trucks must not be “top dressed” with material that is not indicative of the entire load.
- Any exception to these specifications must be approved by Steel of West Virginia.
- All scrap must be capable of handling by electromagnet.
- Any scrap not meeting SWVA’s specifications is subject to a downgrade or full rejection.

<u>This publication is intended as a general guideline for ferrous scrap purchases for use at Steel of West Virginia.</u>

Plate & Structural

Cut structural and plate scrap, 4 feet and under. Clean open hearth steel plates, structural shapes, crop ends, shearings, or broken steel tires. Dimensions not less than 1 /4 inch thickness, not over 48 inches in length and 18 inches in width. Phosphorus or Sulphur not over 0.05 percent. This may also include heavy walled and large diameter pipe processed to size requirements. Railroad side frames may be mixed provided the car sides do not constitute an excessive percentage of the load. **For plate and structural scrap, ISRI Code Nos. 231, 232, 236, 237, and 238 were referenced.**

#1 Heavy Melt

Wrought iron and/or steel scrap ¼" in thickness, minimum. Individual pieces not over 48" x 18" prepared in a manner to insure compact charging. May include truck parts and large machinery parts. **For #1 Heavy Melt, ISRI Code Nos. 200, 201, and 202 were referenced.**

#2 Heavy Melt

Steel scrap with a 1/8" minimum thickness. This can be black or a minimal amount of galvanized material and must not contain lead or tin coated material or vitreous enameled material. Any cast iron must be minimal. This may include small diameter pipe and small machinery parts. White goods and turnings are not acceptable.
Reinforcing bar must not exceed 25% of the truck load, by weight.
For #2 Heavy Melt, ISRI Code Nos. 203, 204, 205 and 206 were referenced.

Electric Furnace
Mixture of #1 and #2 Heavy Melt. See previous sections for what material is acceptable.

#2 Shredded
Homogeneous iron and steel scrap, magnetically separated, originating from automobiles, unprepared No. 1 and No. 2 steel, miscellaneous baling and sheet scrap. Average density 55 pounds per cubic foot. Must not contain more than .20% Copper, .15% Nickel or .15% Chrome.
For Shredded scrap, ISRI Code No. 210 and 211 were referenced.

#1 Busheling
Clean steel scrap, including new factory busheling (for example, sheet clippings, stampings, etc.). May not include old auto body and fender stock. Free of metal coated, limed, vitreous enameled and electrical sheet containing over 0.5 percent silicon. Maximum Copper and Chrome levels of .10% **For #1 Busheling, ISRI Code Nos. 207 and 207A were referenced.**